

MILL EXISTING LANE ONE FOOT WIDE -  
TO DEPTH OF ADJOINING LAYER TO  
BE PLACED. COST OF MILLING FOR THIS WORK  
TO BE INCLUDED IN THE UNIT PRICE BID FOR  
PAVEMENT REINFORCING FABRIC.

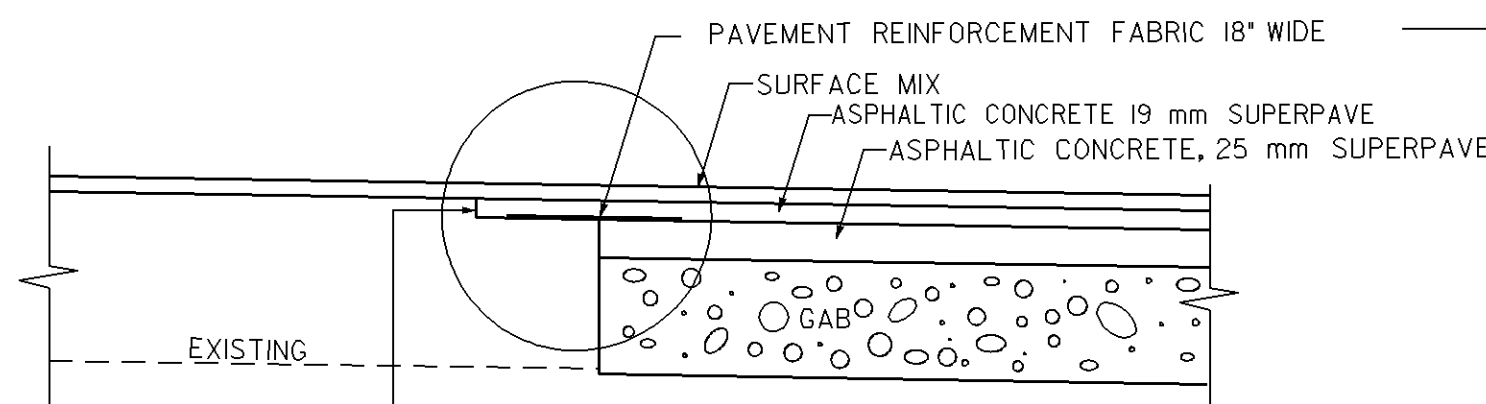
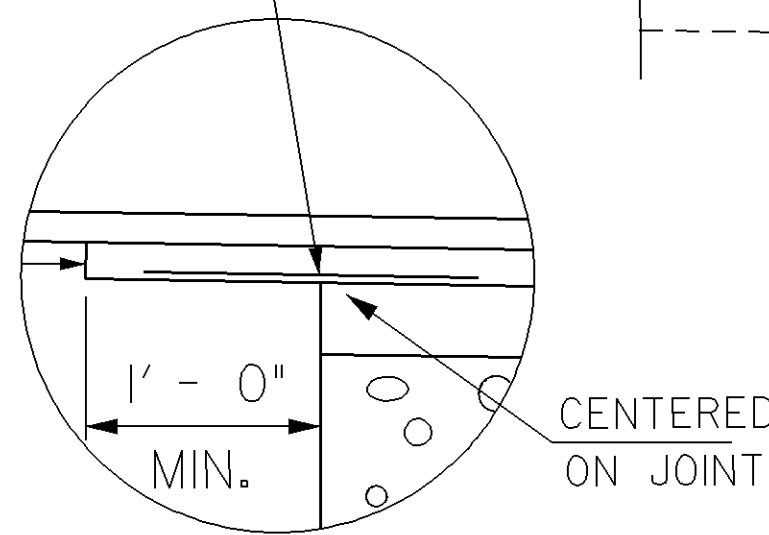


Diagram illustrating the cross-section of a pavement structure. The diagram shows an existing pavement structure (left) and a new pavement structure (right) being constructed. The existing structure consists of a base layer and a surface layer. The new structure is built on top of the existing surface layer and includes the following layers from top to bottom:

- PAVEMENT REINFORCEMENT FABRIC 18" WIDE, CENTERED ON JOINT
- SURFACE MIX
- ASPHALTIC CONCRETE 19 mm SUPERPAVE
- ASPHALTIC CONCRETE 25 mm SUPERPAVE

The diagram also indicates a "STAGGER VERTICAL JOINT ONE FOOT THIS LAYER" and labels the existing structure as "EXISTING".

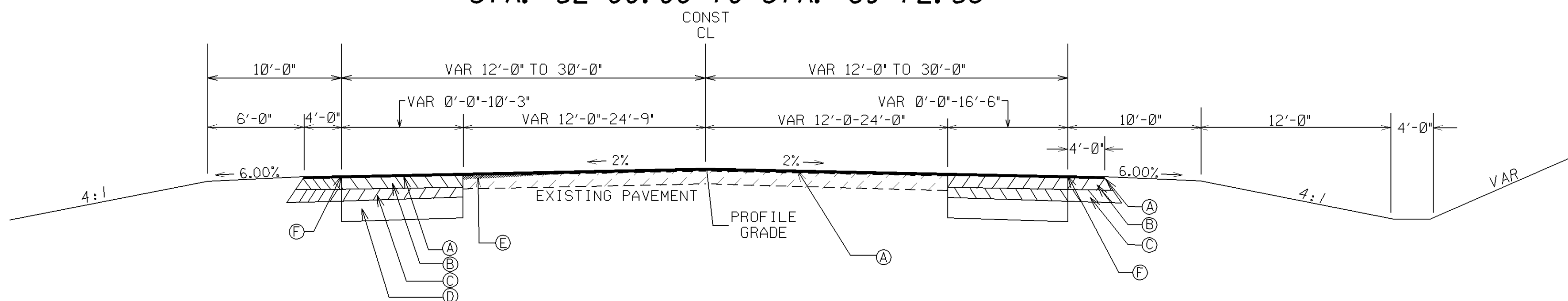


- SEE PLAN SHEETS FOR SUPERELEVATION LIMITS

▲ RATE OF SE OR NORMAL SHOULDER SLOPE  
WHICHEVER IS GREATER (BUT NOT LESS THAN  
6% FOR UNPAVED SHOULDERS

- ALGEBRAIC DIFFERENCE IN PAVING SLOPE & SHOULDER SLOPE NOT TO EXCEED 0.08'/FT

STATE ROUTE 242  
STA. 52+00.00 TO STA. 69+72.53



## ALLOWABLE RANGES TABLE

FOR THIS PROJECT, CROSS SLOPES THAT ARE ADJUSTED TO "BEST FIT" EXISTING PAVEMENT SLOPES ARE SUBJECT TO THE FOLLOWING LIMITS:

A: NORMAL CROWN

SECTION WITH GRADES 0.5% OR GREATER

SECTION WITH GRADES 0.5% OR GREATER      SECTION WITH GRADES 0.5% OR LESS

0.0150 FT/FT - MINIMUM  
0.0208 FT/FT - DESIRABLE  
0.0250 FT/FT - MAXIMUM

0.0156 FT/FT - MINIMUM  
0.0208 FT/FT - DESIRABLE  
0.0300 FT/FT - MAXIMUM

## B: SUPERELEVATION RATE

S.E. RATE SHOWN ON PLANS OR S.E. RATE EXISTING IN FIELD  
(WHICHEVER IS GREATER)

## C: SUPERELEVATION TRANSITION LENGTH (LENGTH FROM FLAT TO FULL S.E.)

### RATE OF CHANGE

CORRESPONDING DIFFERENCE IN  
GRADE BETWEEN PIVOT POINT  
AND EDGE OF PAVEMENT

MINIMUM	1:150	0.67%
DESIRABLE	1:200	0.50%
MAXIMUM	1:300	0.33%

\*LENGTH SHALL BE SET TO AVOID CREATING A FLAT GUTTER GRADE ON LOW SIDE AND TO AVOID FLAT CROSS - SLOPES AT OR NEAR THE LOW POINT OF VERTICAL CURVES.

## D: POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES

50% OF TRANSITION INSIDE CURVE - MAXIMUM

33% OF TRANSITION INSIDE CURVE - DESIRABLE

20% OF TRANSITION INSIDE CURVE - MINIMUM

NOTE: CROWN WIPE OUT SHALL BE AT THE SAME RATE AS THE S.E. TRANSITION.

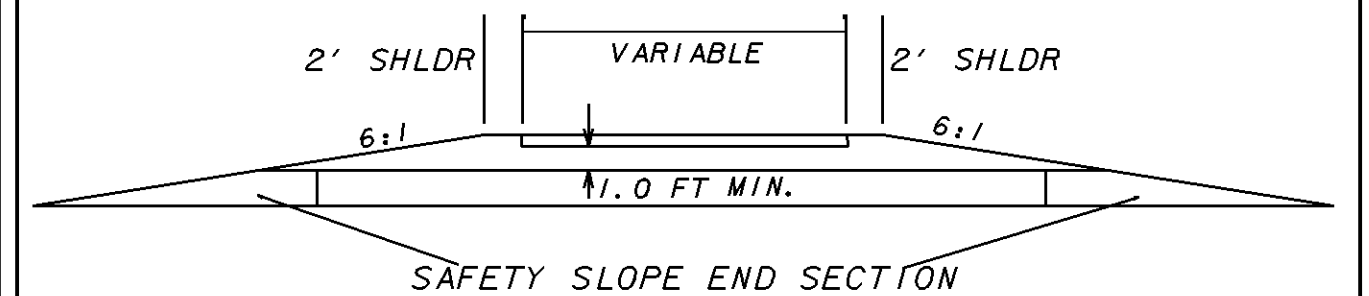
SMOOTHING OF BREAKS IN EDGE PROFILE AT BEGIN AND END OF TRANSITION

BE ACCOMPLISHED BY VERTICAL CURVE WITH A MINIMUM LENGTH  
(IN METERS) EQUAL TO THE SPEED DESIGN (IN KPH).

SLOPE CONTROLS	
CUTS	FILLS
4:1 SLOPE 0' TO 6'	4:1 SLOPE 0' TO 6'
2:1 SLOPE OVER 6'	2:1 SLOPE OVER 6'

\* ALL 2:1 SLOPES OVER 6' REQUIRE GUARDRAIL

DRIVEWAY TYPICAL SECTION



### RESIDENTIAL DRIVEWAYS

ASPHALT DRIVES WILL BE PAVED WITH THE FOLLOWING:  
135 lbs/yd<sup>2</sup> RECYC. ASPH. CONC. 9.5 mm SUPERPAVE  
220 lbs/yd<sup>2</sup> RECYC. ASPH. CONC. 19 mm SUPERPAVE

## COMMERCIAL DRIVEWAYS

ASPHALT DRIVES WILL BE PAVED WITH THE FOLLOWING:  
135 lbs/yd<sup>2</sup> RECYC. ASPH. CONC. 9.5 mm SUPERPAVE  
440 lbs/yd<sup>2</sup> RECYC. ASPH. CONC. 19.5 mm SUPERPAVE

## CONCRETE DRIVEWAYS

COMMERCIAL DRIVES - 8" CONCRETE  
RESIDENTIAL DRIVES - 6" CONCRETE

**NOTE:**

ALL DRIVES WILL BE PAVED TO THE RW OR TIE IN POINT, WHICHEVER IS GREATER.

<b>REVISION DATES</b>			STATE OF GEORGIA	
			DEPARTMENT OF TRANSPORTATION	
			OFFICE: D2 DESIGN	
			<b>TYPICAL SECTIONS</b>	
			<div style="border: 1px solid black; padding: 5px; text-align: right;"> DRAWING No.  <b>5-001</b> </div>	